



**Shipping—Steamers.****HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

**HONGKONG-CANTON LINE.**

S.S. "POWAN," ..... 2,318 tons ..... Captain W. A. Valentine.  
" " "FATSHAN," ..... 2,260 " ..... R. D. Thomas.  
" " "KINSHAN," ..... 1,995 " ..... J. J. Losius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.****HONGKONG-MACAO LINE.**

S.S. "HONAM," ..... 2,303 tons ..... Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 P.M.

Departures from Macao to Hongkong on week days at 7.30 A.M.

**CANTON-MACAO LINE.**

S.S. "LUNGSHAN," ..... 219 tons ..... Captain T. Hamlin.  
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

**JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.**  
**THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.****CANTON-WUCHOW LINE.**

S.S. "SAINAM," ..... 588 tons ..... Captain J. Wilcox.  
" " "NANNING," ..... 569 " ..... C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1907.

**JAVA-CHINA-JAPAN LIJN**  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAVA	First half January	JAPAN	First half January
TJBODAS ...	JAVA	Second half January	JAPAN	Second half January
TJIPANAS ...	JAPAN	Second half January	JAVA PORTS	Second half January
TJIMAHY....	JAVA	First half February	JAPAN	First half February
TJILIWONG...	JAPAN	Second half February	JAPAN	Second half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

**THE HEAD AGENCY**

OF THE  
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
YORK BUILDINGS, 1st Floor,  
Hongkong, 2nd January, 1907.

**WEST RIVER BRITISH STEAMSHIP CO.****HONGKONG-WUCHOW LINE.**

S.S. "LIINTAN" and S.S. "SAN-UI."

THE steamers sail from HONGKONG to SAMSHUI, SHUISHI, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River. Fare for the Round Trip ..... \$30.

These steamers have Excellent Saloon Accommodation, and are lighted by Electricity. For further information, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS,  
WEST RIVER BRITISH S.S. CO.,  
HONGKONG.

Hongkong, 6th October, 1906.

**EYES RIGHT!**

**N. LAZARUS, OPHTHALMIC OPTICIAN,**  
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
12, John Street, Bedford Row, W.C. 59, Benwick Street. 566, Nanking Road.

Hongkong, 5th November, 1905.

**Dentistry.**

**Dr. M. H. CH'UN,**  
THE LATEST METHOD  
of the

**AMERICAN SYSTEM OF DENTISTRY,**  
57, DES VIEUX ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 2nd July, 1904.

LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUILAR STREET.  
REASONABLE FEES.  
Consultation Free.

**RATES OF PASSAGE MONEY FROM HONGKONG :**  
TO MANILA ..... \$50.00 1st Class \$30.00 2nd Class \$20.00 Return \$80.00 \$50.00  
TO NEW GUINEA ..... \$28.00 1st Class \$18.00 2nd Class \$14.00 Return \$42.00 \$27.15  
TO BRISBANE ..... \$30.00 1st Class \$20.00 2nd Class \$14.00 Return \$54.00 \$36.00  
TO SYDNEY ..... \$33.00 1st Class \$23.00 2nd Class \$15.00 Return \$59.00 \$41.10  
TO MELBOURNE ..... \$34.00 1st Class \$24.00 2nd Class \$16.00 Return \$62.50 \$44.50  
TO YOKOHAMA ..... \$38.00 1st Class \$26.00 2nd Class \$20.00 Return \$70.00 \$52.00  
TO KOBE ..... \$35.00 1st Class \$20.00 2nd Class \$15.00 Return \$70.00 \$52.00  
TO YOKOHAMA & back from KOBE to HONGKONG ..... \$140.00 \$100.00

**THROUGH RATES OF PASSAGE MONEY FROM HONGKONG :**

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer ..... 1st Class \$97.00  
TO EUROPE VIA AUSTRALIA AND AMERICA ..... 1st Class \$96.00

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

**SAILINGS OUTWARDS,**  
**EUROPEAN & AUSTRALIAN SERVICE,**  
FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, GNEISENAU ..... WEDNESDAY, 16th Jan.

KOBE & YOKOHAMA, PREUSSEN ..... WEDNESDAY, 30th Jan.

**TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.**

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, or P. M. S. S. Co., O. & O. J. S. Co., T. K. K. and from NEW YORK TO EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

TO LONDON VIA FLYMOUTH OR SOUTHAMPTON ..... 1st Class \$6.00  
TO BREMEN ..... 1st Class \$5.10  
TO PARIS VIA CHERBOURG ..... 1st Class \$5.00  
TO NAPLES, GENOA VIA GIBRALTAR ..... 1st Class \$5.00

**NORDDEUTSCHER LLOYD.**

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 7th January 1907.

**Mails.****IMPERIAL GERMAN MAIL LINES.**

NORDDEUTSCHER LLOYD, BREMEN.

**EUROPEAN LINE.**

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTO PORTS;  
ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

**PROPOSED SAILINGS FROM HONGKONG.**

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
Zieten	WEDNESDAY, 10th April.
PRINZ REGENT LUFTPOL	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.
BAYERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

ON WEDNESDAY, the 16th day of January, 1907, at Noon, the Steamship SEYDLITZ, Captain C. Dowers, with MAILS, PASSENGERS, SPACIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 14th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 15th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

**RATES OF PASSAGE MONEY FROM HONGKONG :**

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.0.0	\$42.0.0	\$22.0.0
Return	91.0.0	63.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0

\* IN THE EVENT OF THE PASSENGER LEAVING THE MAIL STEAMER AT NAPLES, GENOA OR GIBRALTAR AND TRAVELLING TO BREMEN OR SOUTHAMPTON OVERLAND THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, BUT IN THIS CASE THE COST OF THE RAILWAY TRIP, ETC., TO BE AT PASSENGER'S EXPENSE.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

**INTERUPTION OF THE VOYAGE IN EGYPT:**

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

**JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.**

STEAM FOR MANILA, SIMPSONSHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

**PROPOSED SAILINGS FROM HONGKONG.**

(Subject to alteration.)

STEAMERS.

SAILING DATES.

MANILA ..... FRIDAY, 1st February.

PRINZ WALDEMAR ..... THURSDAY, 28th February.

PRINZ SIGISMUND ..... THURSDAY, 28th March.

ON FRIDAY, the 1st day of February, 1907, at Noon, the Steamship MANILA, Captain Minssen, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries

Intimation.

**Powell's**

Ladies' Outfitters,

ALEXANDRA  
BUILDINGS.NEW  
GOODS  
NOW ON SHOW.**GOLF  
JERSEYS**

White,

Navy,

Cardinal,

from \$5 each.

White and Pale Blue,

White and Navy,

White and Myrtle,

White and Red,

from \$5.25 each.

Splendid Value.

**COSTUMES**

Latest Styles,

Well Cut,

Smart,

from \$30 each.

**DAINTY  
TAILOR-MADE  
SKIRTS**

Serge,

Tweed,

Voile,

Cloth,

and Flannel,

from \$9.50 each.

INSPECTION INVITED.

**Powell's**  
HONGKONG.

Hongkong, 1st December, 1906.

To Let.

## TO LET.

No. 8, D'AGUILAR STREET,  
suitable for  
SHOP AND DWELLING  
HOUSE,  
at present occupied  
byMessrs. K. A. J. CHOTIRMALL & CO.,  
MALL & CO.,  
who will shortly remove  
to  
No. 64, QUEEN'S ROAD  
CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.  
Hongkong, 12th November, 1906. [43]

## TO LET.

THE Premises known as No. 199, WANCHAI  
ROAD, now occupied by Messrs. Macdonald  
& Co.'s Engineering Works, Possession, 1st  
February, 1907.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 4th January, 1907. [81]

## TO LET.

No. 1, WEST END TERRACE, Shamian,  
Canton.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 10th December, 1906. [67]

## TO LET.

"RANFURLY" CONDUIT ROAD,  
OFFICES in KING'S BUILDING and  
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-  
duit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD,  
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 14th December, 1906. [65]

## TO LET.

A HOUSE in KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 31st July, 1906. [66]

## TO LET.

2 FOUR-ROOMED HOUSES at PRAYA  
EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO.  
Hongkong, 2nd January, 1907. [77]

## TO LET.

EUROPEAN SHOPS, OFFICES, and  
GODOWNS (suitable for Dry Goods  
Storage) at No. 14, Des Vaux Road Central,  
formerly occupied by Messrs. Shewell, Tomes  
& Co.

Apply to—

HO TUNG,  
Compradors Department,  
Jardine, Matheson & Co.  
Hongkong, 26th September, 1906. [71]

## TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD,  
No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND  
& LOAN CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 7th November, 1906. [78]

XMAS! XMAS!! XMAS!!!

DO not make your Xmas Purchase before  
you see

A. CHAZALON &amp; CO.,

6, Queen's Road Central.

Who have just received the finest As-  
sortment of ENGLISH and FRENCH  
CONFETIONERY from the best makers  
of London and Paris:

ALSO...

A Large Variety of LIQUORS, BOR-  
DEAUX, PORT, SHERRY, WHISKY, &c.,  
&c., from the most renowned houses in France  
and other foreign countries.

Hongkong, 10th December, 1906. [49]

THE U.S. CONSUL-GENERAL  
AT YOKOHAMA.

## IMPORTANT INTERVIEW.

The United States Consul-General at Yokohama, Mr. Henry E. Miller, returned to his post by the Pacific Mail liner *Siberia* on the 26th ultimo, and subsequently granted an interview to a representative of the *Japan Advertiser*, who wished to obtain at first-hand a refutation of the extraordinary views on the Far Eastern question so glibly ascribed to Mr. Miller by imaginative *Marco* scribes, and subsequently telegraphed round the world.

The Consul-General, who was looking very "fit" after his furlough, said with reference to the bloodthirsty "interview" which made him represent Japan as having her guns already trained, so to speak, on California:—"The report was wholly fictitious. No representative of the *Examiner* (the paper which first published the interview) ever called upon me, and whilst representatives of other papers did send up their cards, I declined absolutely to be interviewed and spoke to no reporters, either publicly or privately, on the subject. As soon as I discovered that the alleged interview had been telegraphed East, I at once wired to the State Department stating that the whole thing was fictitious and did not represent my views and that I had refused all interviews. The explanation seemingly satisfied both the Department and the President. I do not suppose anybody really believed that I gave out such statements publicly, though they might think that I had said something like them, whereas they are at variance with anything I have ever said or thought, let alone given public expression to."

"Do you recollect the gist of the remarks you made at the State University?"

"Very well, I addressed the university on the 7th instant on the subject of the commercial and industrial development of Japan, and I stated that, unless our Government took more active steps in the building up of a merchant marine than now seemed probable, the merchant marine of Japan would soon dominate the Pacific, and that she had a strong purpose and desire to develop that marine and her manufactures to such an extent as to become the England of the Orient; and that she was making very rapid strides in that direction. These remarks had no reference whatever to Japan's naval policy."

"What, Mr. Miller, was your personal connection with the school question?"

"My connection with the question was simply one of investigation so that I might be in a position to advise our Ambassador of the true local situation and conditions, but I was not in any way asked by the Government or by the State Department to make investigations, and had no interest in the matter except to ascertain the local spirit and understanding of it. The Board of Education claim that the universal demand of the citizens of San Francisco is voiced in their policy, but I am in no way prepared to say whether this is so or not. It is not my business to do so. The attitude on the part of the Board seemed to be without feeling or prejudice and I personally saw no signs of physical hostility to the Japanese. I should like to say that I do not sympathise in any way with a spirit that would tend to create discord or trouble between the two countries. Of course the entire school system of San Francisco is upset. No, I never saw the segregated school, and could not express any opinion even if I had. The Board of Education informed me that they had not excluded the Japanese from any schools except the grammar and primary grades, and that Japanese were still admitted into the high schools and night schools, as before. The change complained of was made only in the primary and grammar schools because, as they claimed, there was a very great discrepancy between the ages of the Japanese and foreign students, and that there were probably more Japanese attending the night than the day schools, which shows that the feeling is not so intense or along the line of prejudice, as we have been led to think."

With regard to the prospects of San Francisco and the date of her reconstruction, Mr. Miller was wholly optimistic, and laughed at the idea that twenty-five years would be required to rebuild the city. He pointed out that there was a superabundance of money, because the insurance companies had already paid up 90 per cent. of all policies and money was actually being sent East. Plasterers and bricklayers were getting eight dollars gold a day, and building was ahead at a terrible rate.

"There is an immense amount of labour," added Mr. Miller, "but such is the demand that there is still an inadequate supply all over the Pacific Coast. The entire coast is on a wonderful up grade and the demand for labour enormous. Seattle is building up marvelously; Portland and Los Angeles have grown remarkably. There is a wave of marvellous development. As an indication of the prevailing spirit, I may mention that Seattle raised in a single day 500,000 dollars (gold) towards the great Exposition of 1909, and is going to subscribe altogether a million dollars thereto. A very significant and interesting feature of the subscription was told me by a gentleman connected with it, viz., that the Japanese subscription in proportion to the population was the greatest of all, which shows something of the spirit which animates these people in their commercial relations with that part of the world. Throughout Oregon and Washington there appeared to be no objection whatever to the attendance of the Japanese in the public schools, and no friction whatever exists."

The pressure of Consular business and the presence of many other visitors anxious to see the Consul cut short this long and interesting interview of the above point, and the *Advertiser* representative reluctantly withdrew.

## WHY THE BOERS HELD OUT.

## A SECRET REVEALED.

A homoeopathic doctor, Mr. John Schmidt, of Nybroom, Transvaal, who was attending doctor on the Nybroom commando under Commandant Grobbelaar, threw some light on the following inside conditions in the Boer camp.

"It may surprise many people," he said in an interview, "to learn that, during the war, the Boer Government bought, and the forces commanded, large quantities of Dr. Williams' pink pills, which formed one of the leading medicines in the chestes supplied to the commandos. Being with the Nybroom commando, I have seen many cases where they have restored men worn out and run down by the rough life, bad food and frequent wetting. Rheumatism was particularly prevalent in the camp, and I have given Dr. Williams' pink pills to many a poor fellow who thus obtained relief."

"I have been a homeopathic practitioner in the Transvaal, for twenty years," the doctor continued, "and I am well-known in Rustenburg, Zeerust and Nybroom. For eight years I have watched the progress of Dr. Williams' pink pills in numerous cases that have come under my notice, and from what I have seen I have every confidence in recommending them for anaemia, indigestion, rheumatism, paralysis, liver disorder, and the ailments of women."

There is evidence on record from all parts of the civilised world that Dr. Williams' pink pills will cure diseases arising from a run down condition of the blood or nerves. They can be obtained at most shops where medicines are sold, and also from the Dr. Williams' medicine co., Cavanagh Bridge, Singapore, six bottles for eight dollars or one bottle for one dollar and a half post-free. There is no doubt that the Boers owed much of the vitality shown in the field to the strength received from this medicine.

## NOTICES OF FIRMS.

CANADIAN PACIFIC RAILWAY  
COMPANY.

## NOTICE.

In conformity with telegraphic instructions received from the HEAD OFFICE the undersigned assumes charge of the Company's business at China Ports from this date, in succession to Mr. D. E. BROWN, transferred.

D. W. CRADDOCK,  
General Traffic Agent for China,  
Hongkong, 1st January, 1907. [72]

## NOTICE.

I HAVE this day admitted Mr. GEORGE ANDREW HASTINGS as a Partner in my business, and the same will from this date be carried on under the style of "HASTINGS & HASTINGS."

JOHN HASTINGS,  
Solicitor, 38, Queen's Road Central,  
Hongkong, 1st January, 1907. [73]

## NOTICE.

A TEMPORARY CLERK, Non-Chinese,  
Good at Figures.

Apply—

SECRETARY,  
DAIRY FARM CO., LTD.

Hongkong, 5th January, 1907. [87]

## NOTICE.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts),  
or 6 dot pints.

## Special Prices for Quantities.

Sole Agents—

SIEMSSSEN & CO.  
Hongkong, 10th January, 1907. [54]

## NIKKO CO.

WHOLESALE AND RETAIL DEALERS,  
in all kinds of

JAPANESE FINE ART CURIOS, TEA  
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,  
Hongkong. 28th April, 1906. [52]

## For Sale.

## FOR SALE.

WELSHACHT'S  
IN-DOOR &  
OUT-DOOR  
4-LIGHT  
GAS & ARC  
LAMPS,  
Do., BOXED  
LIGHTS,  
Do., HARP  
LAMPS,  
Do., MAN-  
TIMES, CHIM-  
NEYS, GLO-  
BES, SHA-  
DES, ETC., AC-  
ORDING TO  
DECENT  
GASOLINE  
LAMPS of all  
descriptions  
from best  
makers.

NAPHTHA of  
the best kind  
for GASO-  
LINE LAMPS  
and GASO-  
LINE EN-  
GINES, kept  
in stock.

TAI KWONG CO.,  
109, Des Vaux Road Central.

Hongkong, 2nd January, 1907. [51]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With liberty to call at Malabar Coast.)

PROPOSED SAILING FROM HONGKONG

FOR NEW YORK.

SS. "SATSUMA", 19th January, 1907.

SS. "SIKH", 19th February.

For Freight and Harbor Information, apply

DODWELL & CO., LIMITED.

Agents.

Hongkong, 7th January, 1907. [52]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With liberty to call at Malabar Coast.)

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CHAMPAGNE  
DE  
ST. MARCEAUX  
& CO.  
REIMS  
1898 Vintage.



VIN BRUT AND VERY DRY.  
Per Case 4 dz. quarts.....\$4.00  
" 2 dz. pints.....50.00

A. S. WATSON & CO., LIMITED,  
AGENTS.

ALEXANDRA BUILDINGS:

Hongkong, 4th January, 1907.

**NOTICE.**  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free from the office which is accessible to messenger. On copy sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## BIRTH.

On January 3, at Soochow, the wife of the Rev. PALMER CLISBY DU BOSE, of a son.

## MARRIAGE.

On December 31, at Shanghai, EDWARD MORDEN, son of late W. Collett Reynolds, of Great Yarmouth, England, to ERIN, eldest daughter of the late A. A. Holmes, of Bristol, England.

## The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 7, 1907.

## THE CLUB LUSITANO.

Without attempting to infringe on the legal questions that have still to be disposed of in the Lusitano Club case—which filled our columns last week—we would briefly refer to the admirable advice offered by the Chief Justice to the disputants in the matter. From their point of view we may trust that the battle has been fought to an issue and the sword once more returned to its scabbard. We have no desire to enter into the merits of the case, but every disinterested observer must admit that the parties concerned have had a very full ventilation of their respective views, which were ably expounded by counsel on each side, followed by a most sensible suggestion by the Chief Justice. We assume that the advice which Sir Francis Piggott thought right to offer will be acted upon, and that the unhappy state of affairs, which has led to this internecine struggle will terminate long before the four months' grace has been allowed to elapse. Viewing the situation as one of general interest to residents in the Colony, for the institution undoubtedly represents and will, we hope, continue to re-

present, the national interests of the large Portuguese community settled in Hongkong, we sincerely trust that the Club which, as Sir Henry Berkeley remarked, had a high place in the historic features of the island, will be preserved for the benefit of its members and of the voiceless section of the community it represents. Hence, we urge with the judge that the differences, which seem to us to be really trivial and of no moment, be sunk once and for all, that the spirit of reconciliation be manifested, and that, if necessary, arbiters be appointed to find a modus vivendi in order to preserve the Club Lusitano which otherwise must inevitably be destroyed. There is no doubt that the financial aspect of the situation can, as the Chief Justice most readily perceived, be overcome by the ingenious suggestion offered by Mr. Pollock that a trust fund be inaugurated to administer the receipts derived from the bar in order to overcome the requirements of the Spirit Licensing Act. Apart from the underlying influences which probably prompted the litigation, that appears to be the crux of the matter and the rock on which the parties split. The practical questions once arranged to the mutual satisfaction of the controversialists, it should be a simple affair, and thoroughly in harmony with the spirit of reconciliation, to clear the way for a fresh start in the history of the Club. With this object we might venture to suggest that in the interests of the Portuguese community that most estimable gentleman the Consul-General for Portugal, Mr. A. G. Romano, should be approached and asked to allow himself to be re-elected a member of the Club. It would be a further act of grace on the part of the Club members if they adopted our suggestion, which is offered with the utmost diffidence but entirely in that spirit of reconciliation which we advocate, if they elected Mr. Romano chairman of the committee of that institution. In advancing this idea we certainly cast no reflections on the work performed by Mr. J. M. de Castro Basto, the present chairman of the committee, who, we fully believe, will interpret the true meaning of the proposition and will be equally glad with ourselves to see Mr. Romano once again within the precincts of the Club and holding office as a director of the Club and holding office as a director of the Club's economy. On the other hand, Mr. Romano, we feel certain, if he entertained any degree of umbrage at the action of a former directorate, for which the present members cannot be held responsible, would surely be only too willing to let bygones be bygones and re-enter the comity of his people, so to say, and assuming the dignity of the office which they, we venture to believe, will tender for his acceptance the first indication of his willingness to rejoin the Club Lusitano. In this spirit of reconciliation we offer the above suggestions, and trust that, long before the four months allowed by the Court have been permitted to expire, independent arbiters shall have been appointed by both parties to arrange the differences in question, and a middle course discovered whereby neither party will feel aggrieved, and the friendly feelings which formerly prevailed once more securely and permanently established.

## LOCAL AND GENERAL:

THE Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending December 32, 1906, amounted to 22,706.71 tons and the sales during the same period to 18,000.14 tons.

Mit. C. A. D. Melbourne was the only magistrate to preside at the Police Court to-day, Mr. F. A. Hazelton being still indisposed in the Government Civil Hospital. We understand he is suffering from lumbago.

PRIVATE information has been received in the Colony that Mr. Basil Taylor, who was lately appointed Harbour-master of Hongkong, will arrive in the Colony at the end of February, to take up his new appointment. Mr. Taylor was assistant Harbour-master and is now at Home on leave.

REFERRING to the "Coastwise" freight market, Messrs. Wheeck & Co., of Shanghai, write on the 3rd inst. as follows:—This market is also pretty much in the same state as at last time of writing. There is no demand worth speaking of in any direction, whilst tonnage seeking employment is plentiful and likely to remain so until next March.

A CHINAMAN, Chai Yau by name, was arrested at Wanchoi at one o'clock, this morning, on a charge of being a rogue and vagabond. He was found by a lungkong loitering about the stairway of No. 102, Queen's Road East and when asked his business said he was looking for a friend. He was arraigned before Mr. C. A. D. Melbourne, later at the Police Court, and the case was remanded to allow the police to make further inquiries.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals beg to acknowledge with thanks the following donations to the funds of the hospitals:—

Cheung Shau ..... \$18.10  
Medical Supply Association, Edin. 9.15  
Mrs. Ma Fu ..... 6  
Miss Armistead ..... 4  
L. Gibbs ..... 10  
E. B. & A. Telegraph Co. ..... 10

## THE HITACHI-MARU.

## NEW N.Y.K. STEAMER IN PORT.

This morning the latest addition to the Nippon Yusen Kaisha fleet—the *Hitachi-Maru* arrived from Japanese ports en route for London and Antwerp. Launched in September last at the Mito Bishi Dockyard, Nagasaki, she is now on her maiden voyage to the Orient. She is commanded by the genial commander, Captain Townsend, and is a very attractive vessel. The *Hitachi-Maru* is 445 ft. long, 52 ft. beam (three feet more than ships of a similar class in the N.Y.K. fleet), 33 ft. in depth, with a tonnage of 6,716, a displacement of 10,000 ton and capacity for about 8,000 tons of cargo. Her triple-expansion engines give her a speed of 15.6 knots, with a coal consumption on the official trials of 4.4 lb per horsepower. There is accommodation for 51 first-class passengers, 28 second-class, and 150 intermediate.

To turn to more general details, the *Hitachi-Maru* must be described as a model passenger ship. All the first-class cabins are fitted with ventilators, electric fans, bells, and lights, and each cabin has two large portholes which can be opened in any weather, being protected by boat-deck. The gangways from the cabins to the saloon are particularly light and airy, being lit by glass skylights which can be opened in the hot weather. The saloon is large and comfortable, and while cosily heated by steam-pipes in cold weather can be made refreshingly cool by opening several large portholes facing the head of the ship, and numerous skylights at the side, while large electric fans are also fitted. In the saloon is a Broadwood piano, in satinwood, and writing-tables and bookcases.

On the grand staircase leading from the deck to the saloon is a superb specimen of Japanese cut-velvet work. The picture represents Mitsukuni, a famous daimyo, and at one Deputy-Shogun, viewing the plum-blossom at Mito, in Hitachi province. The decorative scheme on this staircase and in the saloon is white and gold, and is very effective. The second-class accommodation, which is situated aft, is also very good. The cabins in this part of the ship are four-beds, and there is a comfortable saloon and good promenade-deck for the use of second-class passengers. In both classes the bathroom and lavatory accommodation is all that could be desired, being fitted in the latest style. Ample accommodation is provided for intermediate passengers also.

From the saloon-deck a cosy smoking room on the boat-deck is reached by a stairway without the necessity of going outside, an advantage which will be appreciated in wet or windy weather. The smoking-room, upholstered in green morocco and fitted with the usual small card-tables, is tiled with patent rubber mosaic, and is fitted with electric fans and lights and with an excellent view obtainable from the windows forms a very snug compartment. On the same deck are the captain's quarters and the chart-room, the former being designed and furnished on a lavish scale. In addition to the usual fittings on the bridge there is a patent telephone connecting with various parts of the ship, and a binnacle with a patent eclipsing apparatus for use at night when taking bearings of stars. Clayton's patent fumigating and fire-extinguishing apparatus is also installed on board, and sulphur fumes can be carried to any part of the hold to kill rats, extinguish fire, or for ordinary fumigating purpose. A long and close inspection of the *Hitachi-maru*, says the *Japan Chronicle*, shows her to be a really first-class vessel for passenger and freight trade between Europe and the Far East, and the Nippon Yusen Kaisha is to be congratulated on the ownership of such a steamer, Captain Townsend on having the command, and the Mitsu Bishi Company on having built it Japan such a steamer on first-class Western lines.

Captain Townsend was for some years in command of the *Shinkoku-maru* and has as chief officer on his new ship Mr. F. H. Fegen, late of the *Shinkoku*; second officer, Mr. B. G. Higashi; and Messrs. Kawachi and Masui as chief engineer and purser respectively.

## FIRE AT TAI-KOK-TSU.

## RAILWAY SHEDS DESTROYED.

Approximately \$10,000 damages was done on Saturday afternoon last by a fire which broke out in a shed belonging to the Kowloon-Canton Railway, at Tai-kok-tsu. The flames started in a shed which was used as an office and were first seen by a watchman who turned on the alarm. Being of inflammable material, the shed burnt quickly and the fire rapidly spread to the adjoining marshals, soon after the alarm was given the European staff of the Cosmopolitan Dock, together with their fire-fighting appliances, turned out and commenced work to quell the flames. During the preliminary stages of the conflagration it was feared that at the rate the fire was spreading and the contrariness of the wind, Tai-kok-tsu village and the oil tanks in the vicinity would be wiped out. The heat was intense, but the dock employees stuck to their work and directed their only hose at the fire. Some time later the fire-engine and firemen from Yaumati Police Station put in an appearance and cooperated with the Dock hands to save the village and a nearby shed which was said to contain valuable goods. In this they were successful, and by 7.30 o'clock the fire was totally extinguished, after several sheds and a quantity of timber had been destroyed. The origin of the fire is unknown.

A FATAL accident occurred on the river at Shanghai on the 1st inst. As John MacDuff, third engineer of the C.N.S. *Seaham*, recently transferred from the C.N.S. *Seaham*, was walking aboard his ship at Watung Wharf about 5 a.m. he overbalanced when crossing a narrow plank and fell into the river. He sank immediately and though every effort was made to save him, it was without success, and the body has not yet been recovered.

## S.S. "KWONGCHOW".

## SUCCESSFULLY RAISED AND REACHED.

After considerable labour, the s.s. *Kwongchow* was successfully raised on Friday and was towed by the Norwegian salvage steamer *Protector*, to a temporary mooring at the Western end of the harbour. Yesterday, at 2.30 p.m., the *Kwongchow* was again taken in tow and transported from her temporary moorings to Lai-chi-kok Bay, and there beached in two feet of water. Arrangements for docking this salved vessel have not, of course, yet been completed, but inquiries at the offices of the owners elicited from the genial managing director, Mr. Chiu Siu Ki, the information, that the *Kwongchow* will, in all probability, be turned over to the capable hands of the Hongkong and Whampoa Dock Company's staff, in order that they may effect the necessary repairs. We congratulate both the owners of the vessel and the expert salvage party on the *Protector*, the former for the recovery to the Company of this fine and popular steamer, and the latter for the very creditable work done. We hope soon to see the *Kwongchow* back on her Canton run again.

## CANYON DAY BY DAY.

## THE VICEROY'S BIRTHDAY.

## [From Our Own Correspondent.]

Canton, 4th December.

It is reported that numerous valuable birthday gifts have been received by H.E. Viceroy Chow Fu, from his many friends here and elsewhere, including presents from H.E. Yuan Shih Kai, Viceroy of Chihli, and H.E. Tuan Fang, Viceroy of the Liang Kiang, on the occasions of the birthday celebrations on the 7th inst.

## AMERICAN BOYCOTT.

A telegram has been received here from Hangchow stating that the anti-American Chinese Exclusion Society there has held a meeting and has manifested vigorous feelings on the American Boycott question.

## MID-CHINA FAMINE.

Having received several telegrams from Kiangnan asking earnestly for contributions to the relief funds to assist the sufferers from the recent floods there, the Canton authorities have appropriated twenty thousand taels from the Sin Hau Kuk, (Reorganisation Department) and have transmitted this sum to Kiangnan for the purpose of relief.

## YUET-HAN RAILWAY.

Wong King Fong, vice-president of the Yuethan Railway Company, has received a despatch from the Canton Railway Bureau, asking him to present himself at the Company's office on the occasion of the inspection of the accounts of the Company. On receipt of the despatch he at once called on H.E. the Viceroy and asked H.E. for instructions in regard to the

## AN ENORMOUS DEFICIT.

On going through the accounts of the different departments H.E. Viceroy Chow has found a deficit of close on 10,000,000 taels, for which no account could be shown. H.E. has wired to H.E. Viceroy Shum, asking for particulars as to how this amount has been expended during the ex-Viceroy's term of office.

## THE SCHOOL SPORTS.

Canton, 5th January.

Yesterday the athletic sports in connection with the Canton schools and colleges took place at the Eastern parade ground. The weather being very fine, there was a large attendance; among those present were Admiral Li Chun, Provincial Treasurer Wu and many other leading officials. The officials and some gentlemen kindly subscribed a good sum of money as prizes and presented other prizes to winners of the different events. Five rounds of sport were on the programme, but only three of them were finished by 4 p.m. and prizes were then distributed to the successful competitors.

There were several large marshals erected alongside the parade ground providing seats for the spectators, who were admitted by tickets which were sold at 30 cents each. The students appeared very active throughout the day.

They assembled on the grounds early in the morning and were not dispersed until nearly 6 p.m.

## AMERICAN BOYCOTT.

The second meeting of the Canton Boycott Association was arranged to take place in the Kwong Chai Hospital on the 4th instant, but at 4 p.m. on that day Ma Tat Son, the released boycott leader and president of the association, was sent for, by the Namhoi Magistrate and was detained at his yamen. It is reported that his detention was ordered by H.E. the Viceroy. Ma Tat Son is one of the three boycott leaders who were put in custody last year, by order of the ex-Viceroy Shum, and was released only about a month ago at the request of the gentry and the students.

## TO AVOID CALLERS.

It is reported that on the next few days H.E. Chow will proceed to different places on a tour of inspection, so that he may avoid a lot of trouble in receiving his friends and subordinates who are likely to call on him on account of his birthday.

## SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow afternoon. Among the orders of the day appear:—Minute by the Medical Officer of Health, relative to the erection of a public latrine on the triangular portion of land at the junction of Des Vouix Road West and Connaught Road West.

2. Minute by the Assistant Medical Officer of Health, relative to the linewashing of the Kowloon wall and neighbourhood. N.E. winds, moderate to light; fine.

3. Report by a Select Committee on the Colonial cemetery by-law.

4. Letter from the Dairy Farm Company relative to the desirability of separating the various dairies in the Colony as far as possible.

## A LUNATIC AT LARGE.

## ENTERTAINMENT FOR THE MULTITUDE.

High jinks were the order of the day in Des Vouix Road, when a strange Chinaman took it into his head this morning that he was a ban-tam rooster and a pantomime vendor of "hot air" rolled into one. His address to his constituents was a great event and was punctuated by frequent outbreaks of loud applause. So successful were the proceedings that people brought stools to stand upon in order that they might see over-jon's another head. The crowd swarmed into the middle of the street, dislocating our excellent service of trolley cars. The cynosure of all eyes, as our youngest reporter would say, enforced his remarks by violent windmill gesticulations, and if any cynic in the audience made an interpolation he was promptly squelched by the gentleman leading the harangue. It was most popular entertainment, the people climbing lamp-posts and "hiring" the windows opposite in order to hear the immortal address. A *lukong*, who, curiously enough, happened to be in the vicinity, came along and decided that he was face to face with a lunatic. He had never dealt with a lunatic before, so he hastily pulled out his manual of instructions to see what should be done in such a case. "In case of fire ring up No. 15." That was no good. "In case of drowning roll the patient on a barrel." Neither was that of any use. He closed the manual with a bang and started to clear the crowd. The people edged away but a flying individual passed within reach of the lunatic, who promptly grabbed him and held on for all he was worth. The captive struggled and squirmed like an eel in a fog. He nearly lost his queue in the process. Meanwhile the *lukong* had cleared the street and came up to the pugilistic pair. The lunatic's attention was distract ed for a moment and he let go his hold of the frightened coolie; he latter grasped his liberty with both hands and two feet and spectators could not see him for dust. Thereupon the lunatic fell on the *lukong*'s neck and nearly broke his vertebrae. Taken to the Central Station the row he created caused five European policemen, who had been slaking their morning's thirst with a concoction of adulterated water, to wander into the charge-room and inspect the new guest. He was despatched to the Central Station the row he created caused five European policemen, who had been slaking their morning's thirst with a concoction of adulterated water, to wander into the charge-room and inspect the new guest.

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## TELEGRAMS.

[Reuter's.]

## Bulgaria.

London, 4th January.

All the railway men in Bulgaria have struck, delaying the international traffic, but being engineer reservists, the strikers will be called out to-day to take their own places on the lines.

## The Visit of the Amir.

The Amir has made a State entry into Peshawar.

Later.

## German Politics.

Prince Buelow's manifesto is unfavourably criticised in the German Press; the Conservative especially object to being invited to ally themselves with the Radicals, and the latter are equally displeased at the lecturing tone of the Chancellor, who enjoins them to mend their ways and to join the Conservatives against the advance of the Socialists. The only party which is pleased with the manifesto is the National Liberals.

## A China Society Formed in London.

A China Society has been formed in London for the study of the Chinese language, literature, and history. A series of lectures is projected, and the Chinese Minister will read a paper at the opening meeting on the 28th inst.

## Russia and Japan.

The correspondent of the *Times* in St. Petersburg says that during the absence of the Japanese Minister a commission has been investigating the exact significance of the terms "rivers" and "inlets" in the Portsmouth treaty, and it is probable that decision will be reached satisfactory to Russia and Japan. It is understood that Russia is willing to renew the Commercial Treaty of 1895, and to grant the privileges of conference as with other nations under the most-favoured-nation clause of recent treaties.

## British Naval Ports.

5th January.

The Admiralty has issued a notice to mariners intimating the possible closing of the naval ports at home and abroad at night during manoeuvres, or in the event of strained relations with any Power.

## U. S. COURT FOR CHINA.

On taking his seat on 2nd inst. at the U. S. Court for China in Shanghai his Honour Judge L. R. Wilfley approved the minutes of the Court held on December 17.

His Honour then said—Pursuant to the Rule announced at the opening of the Court on December 17 that American attorneys wishing to practise in this Court must first stand an examination and furnish certificates of good moral character, eight gentlemen took examination on Monday, December 4. The result of the examination was that six of the applicants failed and two made sufficient marks to entitle them to be enrolled. These two gentlemen, Mr. T. R. Jernigan and Mr. Stirling Fessenden, also furnished certificates of good moral character accompanied by testimonials from many of the leading citizens of Shanghai and from some of the most prominent officials of the States from which they come. Their testimonials were of the very highest order. These gentlemen will now come forward and take the oath of office.

Messrs. Jernigan and Fessenden took the oath and signed the roll of attorney.

His Honour continued—Certificates have been presented by two foreign practitioners—Messrs. F. C. M. Home and G. D. Musso—Mr. Home of the British Court and Mr. Musso of the Italian Court. These gentlemen furnished the necessary certificates under the Rule and they will be enrolled and entitled to practise in this Court. I have received a communication from a number of candidates for admission to the Bar who have failed, asking permission to finish the business they now have in hand. This request is not without merit and has received careful consideration by reason of the interests of the clients represented by these gentlemen, as well as their own interest. The records of this Court, however, disclose the fact that the number of cases is not large in which the gentleman alluded to appear as attorneys. In view of all the facts I have reached, the conclusion that less hardship and confusion would result from the observance of the Rule from the outset than from postponing the date when it shall come into operation. Hence no lawyer will be permitted to practise in this Court except those who have complied with reference to admission to practise. I will now call the list of cases that are pending now for the purpose of having the prisoners arraigned and having the cases set down for trial.

## SHANGHAI SHARE MARKET.

## BRIGHT CHINESE ANTICIPATION.

In their weekly report under date Shanghai 3rd inst., Messrs. J. A. Sullivan & Co. make the following interesting observations:—Last year's final settlement dragged over three days with disastrous results to many risk operators, who will in future confine themselves to smaller speculations to the advantage of every one. The business done since the last issue of our circular consists mainly of closing entries for the big clearance and the rates speak for themselves. We open the new year with bright anticipations among the Chinese that trade will be good and there are sanguine prospects that prosperity will follow because of the plentiful supply of money, which demands employment in the settlement, and the ever increasing credit among native dealers in all ranks of commerce.

## TURN TOPICS.

Now that each day brings us nearer and nearer to race days, and the excitement which usually accompanies the New Year's holidays has evaporated, work on the turf is becoming more interesting and attracting greater attention every morning. Those enthusiasts, who are able to brave the early bath and meander in the direction of the race-course in the stillness of the night, while ordinary people are hugging the bedclothes, find their real reward in the running of the various ponies which are being trained for the forthcoming meeting.

I append for the benefit of your readers some "times" taken during the past week:

On Wednesday morning last: Mr. J. E. Gresson's spotted and Mr. Poore's pony negotiated half a mile in 1.08.

Mr. Hunter's sub., a mile and a quarter, 1.05.

Mr. Hough's and Mr. Williams' subs, half mile, 1.33, 1.07.

Mr. Mody's black, one mile, 36, 1.07, 1.48 1/5, 2.22 1/5.

Mr. Marshall's (Amoy) two Derby griffins, three-quarter of a mile, 1.38, 1.12, 1.48.

Mr. Jupp's sub., half mile, 34, 1.07.

Mr. Mr. Gresson's two Derby griffins, one mile, 2.40.

Dr. Jordan's sub., three-quarters of a mile, 1.51 1/5.

Mr. Master's Blue Nile, half mile, 35, 1.09.

Mr. White's sub., three-quarters of a mile, 1.43.

Mr. Chater's sub., three-quarter of a mile, 32, 1.13.

Mr. Stewart's sub., three-quarters of a mile, 39, 1.18, 1.55.

Mr. Humphreys' sub., three-quarters of a mile, 1.51.

On Saturday morning there was a very large attendance around the rails before daybreak had dawned, when the following times were registered:

Mr. Master's Blue Nile, three-quarters of a mile, 1.44, last quarter 33.

Mr. Macdonald's Highland Dumpling covered a mile in 2.23 1/5, last quarter 34.

Dr. Jordan's sub., one mile, 35, 1.12, 1.50, 2.21.

Mr. Macdonald's Whitewash, one mile, 36, 1.15, 1.52, 2.25.

Mr. Mody's two Derby griffins were sent over the half-mile course. The chestnut negotiated the distance in 1.09 and the grey in 1.10.

Mr. Mackie's sub., three-quarters of a mile 1.44.

Messrs. Jupp's and Humphreys' subs, three-quarters of a mile, 1.47 1/5.

## A TURF ENTHUSIAST.

## S. S. "WOAKHOI" ASHORE.

## "ROBERT COOKE" PROCEEDS TO HER ASSISTANCE.

It is somewhat remarkable that, while most occurrences have their epidemics, it is not often that one hears of an epidemic of shipwrecks. But for the past month or two the world has been startled with the news of wrecks, both serious and of no account, which are too fresh in the memory of all to need recapitulation. And now comes the news of the stranding of the N. D. L. ss. *Wongkot*, which has for some time past been on the Hongkong and Hangkot run, near Cape Varella. Inquiries at the office of the agents of the stranded steamer, made this morning, elicited no further particulars, but later we learned that the tug-boat *Robert Cooke* has been chartered and will leave for the scene of the wreck to-morrow at noon, to tow the s.s. *Wongkot* off. It is not believed that the latter vessel has sustained any very serious damage, and she is in no immediate danger.

## A BICYCLE THIEF.

## SWINDLING A POLICE CONSTABLE.

A native youth, nineteen years of age, the son of well-to-do parents, for whom the police have been after for months, was arrested at West Point, on Saturday afternoon, by Inspector Collett's men. The charge against the lad was that of larceny and fraud. It was alleged that he stole a bicycle and obtained \$25, under false pretences, for the machine from Police Constable Glendinning. On the 27th May last the youth went to the Dragon Cycle Depot in D'Aguilar Street and rented a machine for a couple of hours. He never returned with the machine. What he did was: immediately after securing the machine, he and a couple of wild youths, repaired to a restaurant, at West Point and ordered "chow." When the time for payment arrived none had the money and when the waiter spoke of the police station the lad in question left the bicycle as security for payment. He did not return to the restaurant for a couple of days. Then the restaurant people became suspicious and took the machine to No. 7 Police Station and told Inspector Collett the story. Thinking perhaps that something had kept the "owner" of the machine away the inspector told the restaurant people to keep the machine for a few more days, hoping that by that time the owner would turn up. All this time, it may be mentioned, the manager of the Dragon Cycle Depot made no report to the police that he had lost a bicycle. However, the morning following the visit of the restaurant people to the police, the "owner" of the machine called at the eating house, paid the bill, and removed the machine. On the 7th June, about a month later, the youth, while out riding the machine, met Policeman Glendinning and after a conversation with the latter offered to sell him the machine. The machine, having had no care since the time it left the bicycle shop presented a most delapidated appearance, and the policeman, being acquainted with the youth, offered him \$5 for the bicycle, which the lad accepted, and so the bicycle changed hands. Some time after that the type became punctured and it was, while in a Chinese bicycle shop, undergoing repair and general overhaul, that it was recognised by Mr. Marican and claimed. P. C. Glendinning promptly handed back the machine to Mr. Marican, and steps were taken to arrest the young rogue, which came about on Saturday, as stated above. The boy practically pleaded guilty to the two charges and was sentenced to six weeks' imprisonment with hard labour.

## SUGAR REFINING IN JAPAN.

## GREAT DEVELOPMENT.

The sugar-refining industry in Japan has made much progress in recent years. The principal factors that have brought about the development are attributed to an increased consumption in the country, the increasing demand abroad, the effect of tariff legislation, and protection of the industry in Formosa. Despite the opinion which was expressed to the contrary, in some quarters, optimistic views seem to be generally entertained amongst those who are concerned in the business as to the future of the industry. Hitherto the large sugar manufacturers in Japan have been the Nippon Seisaku Kaihatsu, of Tokyo, the Nippon Seisaku Kaihatsu, of Osaka, the Daiji and the Formosa Seisaku Kaihatsu. Their total capital up to last year, did not exceed \$9,500,000. The first and second companies mentioned above have since amalgamated and the capital has been increased from \$5,500,000 to \$12,000,000. The Formosa company has also increased the capital of \$1,000,000 to \$4,000,000 while the Daiji concern is contemplating taking a similar step and bringing up its capital to \$4,000,000. The capitalisation of these companies will stand thus:

	Before Increase.	After Increase.
Nippon Seisaku	\$5,500,000	\$12,000,000
Daiji Seisaku	\$3,000,000	\$4,000,000
Formosa Seisaku	\$1,000,000	\$4,000,000
	<i>Y9,500,000</i>	<i>Y21,000,000</i>

Thus, the capital of the three existing companies has been more than doubled within a short space of time. Turning to the starting of new companies, the following are the leading ones:

	Capital.	Paid-up Capital.	Paid-up Capital.
Yokohama Seisaku	\$1,000,000	\$1,000,000	\$1,000,000
Toyo Seisaku	\$500,000	\$500,000	\$500,000
Nagoya Seisaku	\$1,000,000	\$200,000	\$200,000
Tra Seisaku	\$200,000	\$200,000	\$200,000
Meiji Seisaku	\$500,000	\$14,500,000	\$14,500,000

Besides these, there are several other smaller sugar manufacturing companies that have been established or are under project with a capital under \$1,000,000, but these have been left out of account. When the increased capital of the old and the capital of the new companies are put together, the total is formed of \$6,600,000, which, compared with the capitalisation of \$6,500,000 at the end of last year, shows an increment of 370 per cent. The condition of the sugar industry in Japan, as judged by the amount of capital invested, is as follows:

	Paid-up Capital.
1899	\$1,258,000
1900	\$2,59,000
1901	\$2,737,800
1902	\$2,48,500
1903	\$2,719,300
1904	\$3,561,800
1905	\$4,923,800
1906	\$10,044,000

As shown above, the industry has made nearly treble progress during the last three years as far as the capital is concerned, and though no doubt much of the capital is invested in fixed property such as plant and buildings there can be little question that the manufacturing capacity has been materially augmented. The importation of foreign sugar from 1900 to 1904 is shown below:

	Brown	Refined
1900	1,000 kmt.	1,000 kmt.
1901	209,178	195,390
1902	328,182	264,205
1903	178,446	85,305
1904	294,985	97,363
	338,921	71,553

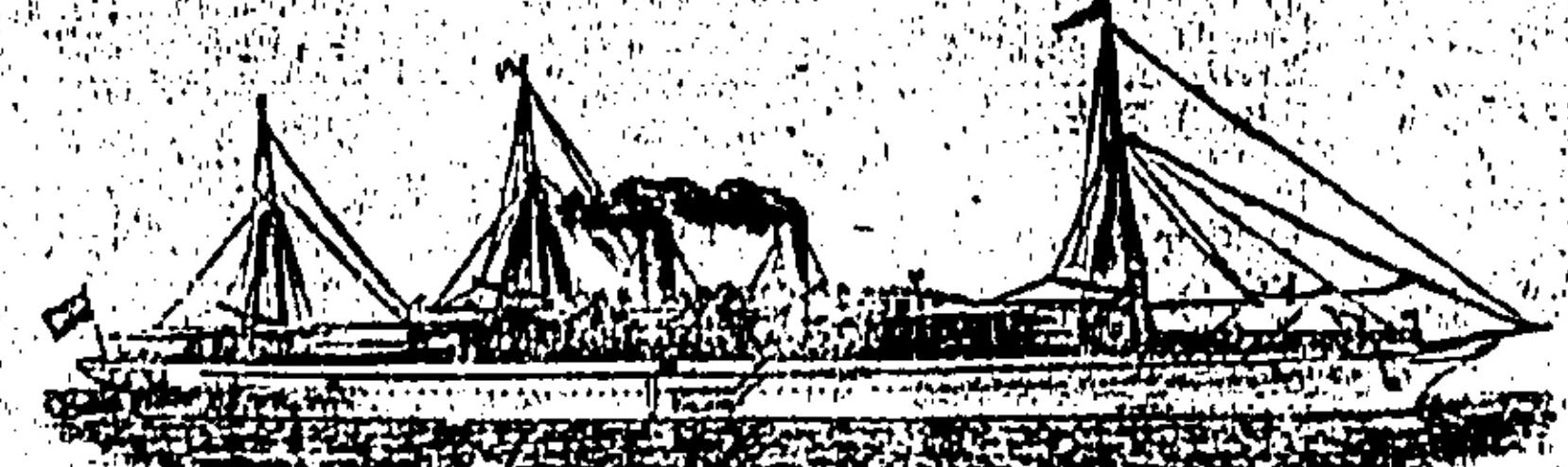
The gradual decrease in the importation of refined sugar as shown above and the increase in brown is manifestly the result of the progress of the Japanese industry.—*Japan Chronicle*.

## SIR JOHN JORDAN.

It is with a feeling of unqualified satisfaction, says the *N. C. D. News* of 4th inst., that we learn that Sir John Jordan, hitherto Minister ad interim to the Chinese Court, has received the substantive appointment and is now confirmed as British Minister in Peking. Only a few months have elapsed since Sir John Jordan assumed the acting appointment, but in this short time he has given ample evidence of the wisdom of his selection for the post. With an intimate knowledge of China and her affairs he combines a broad-minded and sympathetic grasp of British interests in the Far East, in all their variety and ramifications. Considerable allowance, it is now generally recognised, has to be made for the exigencies of modern diplomacy and our own community in Shanghai would be the last to expect the impossible from his Minister in Peking. If things do not always fare as well as might wish, when in diplomatic hands, it will be able to console itself with the reflex

**Shipping Steamers.**

**CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.**



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).  
R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER  
"TARTAR" ..... 4,425 WEDNESDAY, January 9th, February 2nd  
"EMPEROR OF CHINA" ..... 6,000 THURSDAY, January 17th, February 4th  
"MONTEAGLE" ..... 6,163 WEDNESDAY, January 23rd, February 16th  
"EMPEROR OF INDIA" ..... 6,000 THURSDAY, February 14th, March 4th  
"ATHENIAN" ..... 3,882 WEDNESDAY, February 20th, March 16th  
"EMPEROR OF JAPAN" ..... 6,000 THURSDAY, March 14th, April 1st  
"EMPEROR" steamers will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, \$100. 1st St. Lawrence £66. 1st New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways. £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, according to superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China; Hongkong, 1st January, 1907.

Corner Pedder Street and Praya.

[12]

INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On  
SHANGHAI ..... KWONGSANG: WEDNESDAY, 9th Jan., Daylight.  
SGAPORE, PENANG & CALCUTTA. FOOKSANG\* THURSDAY, 10th Jan., 3 P.M.  
MANILA ..... LOONGSANG\* FRIDAY, 11th Jan., 4 P.M.  
SGAPORE, PENANG & CALCUTTA. KUTSANG\* SATURDAY, 12th Jan., 3 P.M.  
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, (via Ching Wan Tao) and Yangtze Ports.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 7th January, 1907.

[16]

CHINA NAVIGATION CO. LIMITED.

For STEAMERS. To SAIL  
MANILA ..... TEAN\* ..... 8th January, 4 p.m.  
AMOY, NINGPO and SHANGHAI ..... TIENTSIN\* ..... 9th " "  
AMOY, CEBU and ILOILO ..... SUNGXIAN\* ..... 12th " Noon.  
YOKOHAMA and KOBE ..... TAIYUAN\* ..... 19th " 4 p.m.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 7th January, 1907.

[17]

HONKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2,540	R. Almond.....	MANILA (DIRECT)	SATURDAY, 12th Jan., at Noon.
ZAFIRO .....	2,540	R. Rodger .....	"	SATURDAY, 19th Jan., at Noon.

For Freight or Passage, apply to  
SHewan, Tomes & Co.,  
GENERAL MANAGERS.

Hongkong, 5th January, 1907.

[15]

HONKONG NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast.)

Steamship ..... About

For Freight and further information, apply to

SHewan, Tomes & Co.,  
General Agents.

Hongkong, 2nd November, 1906.

[18]

**Shipping Steamers.****HAMBURG-AMERIKA LINIE****PASSENGER SERVICE**

BY the new steamers "RHENANIA," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics, with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the ss. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

**NEXT SAILINGS FROM HONGKONG.****Outward.**

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.

HOHENSTAUFEN ..... 11th January, AMBRIA ..... 15th January, SPIZIA ..... 25th January, SILESIA ..... 8th February.

FOR NEW YORK. NUBIA ..... 29th January.

[13]

**Homeward.**

FOR SHANGHAI, KOBE AND YOKOHAMA.

SCANDIA ..... 1st February, HABSBURG ..... 3rd March.

FOR NEW YORK. NUBIA ..... 29th January.

[13]

**COMPAGNIE DES MESSAGERIES MARITIMES.****PAQUEBOTS-POSTE FRANCAIS****FOR SHANGHAI, KOBE AND YOKOHAMA.****THE Company's Steamship****"OCEANIEN."**

Captain Magnen, will be despatched as above, TUESDAY, the 8th instant, at 3 A.M.

For Freight or Passage, apply to

G. de CHAMPEAUX,  
Agent.

Hongkong, 7th January, 1907.

[10]

NAVIGAZIONE GENERALE ITALIANA,  
"Florio and Rubattino United" Companie.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH-AMERICAN PORTS

up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCE, LONA, VALENZA, ALICANTE, ALMERIA, and MALAGA).

THE Steamship

"ISCHIA,"

Captain Doderer, will be despatched as above, on SATURDAY, the 12th instant, at Noon, instead of as previously advertised.

At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 7th January, 1907.

[10]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and

Queensland Ports, and taking through to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 26th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light:

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 5th January, 1907.

[16]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used for many years past in France, has now been introduced to England, Scotland, Ireland, Wales and Northern Ireland, and is finding a ready sale throughout the British Isles.

It cures all diseases of the skin, such as

eczema, psoriasis, acne, ringworm, warts, &c.

It cures all diseases of the mucous membranes, such as

catarrh, bronchitis, asthma, &c.

It cures all diseases of the kidneys, after a

few applications.

It cures all diseases of the liver, after a few

applications.

It cures all diseases of the heart, after a few

applications.

It cures all diseases of the lungs, after a few

applications.

It cures all diseases of the stomach, after a few

applications.

It cures all diseases of the intestines, after a few

applications.

It cures all diseases of the bladder, after a few

applications.

It cures all diseases of the kidneys, after a few

applications.

It cures all diseases of the liver, after a few

applications.

It cures all diseases of the heart, after a few

applications.

It cures all diseases of the lungs, after a few

applications.

It cures all diseases of the stomach, after a few

applications.

It cures all diseases of the intestines, after a few

applications.

It cures all diseases of the bladder, after a few

applications.

It cures all diseases of the kidneys, after a few

applications.

It cures all diseases of the liver, after a few

applications.

It cures all diseases of the heart, after a few

## UNITED STATES NAVY.

Washington, Dec. 5.—The Secretary of the Treasury gave notice today to the holders of United States bonds that the interest maturing on the several interest dates between and including January, October, and May, 1907, will be paid without rebate on and after December 15th, 1906.

Cheques for the interest due January 1st, 1907, on registered bonds will be mailed to the owners on or before 15th inst. The amount of interest which may thus be paid is \$1,000,000. The action taken releases for the use of the business of the country a sum practically equal to the surplus receipts for November and December.

The monthly statement of receipts from internal revenue sources shows that for the month of October, 1906, the total collections were \$24,825,283, a gain over October, 1905, of \$2,500,000.

The receipts from the several sources of revenue are given as follows: Spirits, \$1,238,055; increase \$1,736,000; tobacco, \$4,800,517, increase \$558,585; fermented liquors, \$6,622,055, increase \$80,830; oleomargarine, \$6,498, increase \$28,356; adulterated butter, \$400, decrease of \$1,401; process or renovated butter, \$6,821, increase \$6,833; miscellaneous, \$7,004, decrease \$35,773.

## PELAGIC SEALING.

WASHINGTO, Dec. 6.—"The Japanese pelagic sealing fleet which operated in Behring Sea during the summer consisted of at least sixteen vessels, each of which carried a crew of thirty men and from five to seven small boats for sealing. It was only when the crews of the schooners landed or attempted to land that the Federal agents were able to make arrests, and those of the Japanese who were killed belonged to parties that were caught red-handed."

These statements are made to—Secretary McNeil by Edward W. Sims, who at that time was solicitor of the Department of Commerce and Labour, but now United States District Attorney at Chicago, of the seal-poaching by Japanese on the Pribilof Islands early last summer, which resulted in the killing of five of the Japanese raiders, the wounding of two and the capture of twelve.

Mr. Sims reports that the Japanese fleet took thousands of seals within the territorial water of the United States surrounding the Pribilof Islands during the summer. He says the seal herd is being exterminated rapidly.

The report gives great credit to Chief Agent Lombkey and his guards.

Mr. Sims recommends that a revenue cutter cruise along the Alaskan coast from May 1st to the latter part of June, during the closed seasons, and follow the seal herd in its northward course to the Pribilof Islands. Sims urges that the laws be strengthened so as to enable the revenue cutters to seize and fire upon any trespassing vessel having seals or sealkins or the paraphernalia for taking them. He suggests that the islands of St. Paul and St. George be equipped with a few small cannon, but does not think a permanent military guard necessary.

## Shipping.

Arrivals.

Fookang, Br. s.s., 1,087, W. E. Sawyer, 5th Jan.—Calcutta 18th Dec., Coals.—J. M. & Co.

Rajabur, Ger. s.s., 1,189, O. Koch, 5th Jan.—Bangkok 25th Dec., Gen.—B. & S.

Signal, Ger. s.s., 907, G. Schlakier, 5th Jan.—Singapore 25th Dec., Gen.—Order.

Taki Maru, Jap. s.s., 2,129, C. Matsushima, 5th Jan.—Mojii 31st Dec., Coal and Gen.—A. K. & Co.

Orwell, Br. s.s., 2,446, Wm. Frame, 5th Jan.—Bunbury, W.A. 19th Dec., Timber.—Order.

Yara, Fr. s.s., 2,524, Seller, 6th Jan.—Yokohama via Foochow, Amoy and Swatow 5th Jan.—Gen.—O. S. K.

Lefsig, Ger. cruiser, 6,510, Comte de Rothkern-Paulsen, 6th Jan.—Singapore 1st Jan.

Wuhu, Br. s.s., 1,227, Richards, 6th Jan.—Canton 5th Jan., Gen.—B. & S.

Java, Br. s.s., 2,631, S. Barcham, 6th Jan.—London 24th Nov., and Singapore 29th Dec., Gen.—P. & O. S. N. Co.

Aleutian, Br. s.s., 4,278, D. Davies, 6th Jan.—Singapore 29th Dec., Gen.—B. & S.

Shosho Maru, Jap. s.s., 999, M. Nemoto, 6th Jan.—Shanghai via Foochow, Amoy and Swatow 5th Jan.—Gen.—O. S. K.

Lefsig, Ger. cruiser, 6,510, Comte de Rothkern-Paulsen, 6th Jan.—Singapore 1st Jan.

Amigo, Ger. s.s., 822, N. Baltzer, 6th Jan.—Pakhoi 4th Jan., and Holbow 6th Jan., Gen.—J. & Co.

Oceanian, Fr. s.s., 2,528, Maren, 7th Jan.—Marseille 4th Dec., and Saigon 4th Jan., Gen.—J. & Co.

Bungkang, Br. s.s., 987, G. Penfathers, 7th Jan.—Cebu 3rd Jan., Gen.—B. & S.

Changchou, Br. s.s., 1,023, J. W. Walker, 7th Jan.—Saigon 3rd Jan., Gen.—J. & Co.

Hitchi Maru, Jap. s.s., 6,715, Wm. Townsend, 7th Jan.—Yokohama 20th Dec., Gen.—N. Y. K.

Kukkiang, Br. s.s., 1,129, Wavel, 7th Jan.—Shanghai 3rd Jan., Gen.—B. & S.

Clearances at the Harbour Office, Dakota, for Shanghai.

Mackay, for Bangkok, Aliceau, for Shanghai.

Yara, for Saigon, Hanoi, for Haiphong.

Kukkiang, for Canton, Oceanian, for Shanghai.

## Departures.

Jan. 6.

Hallan, for Swatow.

Bonny, for Nagasaki.

Massan Maru, for Swatow.

Changchou, for Bangkok.

Yara, for Saigon.

Kukkiang, for Canton.

Oceanian, for Shanghai.

Dakota, for Seattle, Helena, for Swatow, Bank Taku, for Hongay, Takao Maru, for Kulchinotu, Memnon, for Kobe.

Hanoi, for Haiphong, Chongchou, for Australian Ports.

Malibis, for Haiphong.

Passengers arrived.

Per Java, from Singapore—72 Chinese.

Per Signal, from Singapore—26 Chinese.

Per Aliceau, from Singapore—304 Chinese.

Per Shosho Maru, from Coast Ports—236 Chinese.

Per Java, from London for Hongkong—Mr. A. E. Cooper, Lieut. Brayshaw, R.M., and Sergt. Davidson, R.N., for Yokohama—Dr. H. Fery, From Hongkong for Shanghai—Misses Douglas and J. Crabbie.

Per Yara, for Hongkong from Yokohama—Mrs. I. Lee See, Mr. Young Sig Lan, and a Chinese.

From Kobe—Mr. C. M. Aratoon, Misses Makeda, Sakado and Yagin, from Shanghai—Mr. H. Mandl and boy, Miss Hamilton, C. C. Scott, Bavier Tongue, Miss Rebecca, Mr. Taborelli, Mr. and Mrs. Halberg and infant.

For Marseilles from Shanghai—Mr. and Mrs. Ponier, General and Mrs. Lefevre and 2 daughters, Messrs. Chandron, Trilles, Dr. Casenave, Mr. Charney, Mr. and Mrs. Valmier and infant, Messrs. Jeannet, Nisan, Melchior, Miss Barloway, Mr. Isobel 2 French Officers and 25 militaries, from Kobe—Messrs. I. Kano and L. Tora, from Shanghai for Dubroff—Mr. Mathias, from Yokohama for Colombo—Mr. Nicoll, for Singapore from Kobe—Mr. Abdul-Ali, Misses Kinoshita, Haseda, Thiseki, Mr. and Mrs. Nakabayashi, Messrs. C. Mousda, R. Okuno, T. Mizukami, O. Mori and M. Ueno, from Shanghai—Miss Rose, for Saigon—Mr. Thouronde, Miss Lam, Messrs. Granby and K. Kobayashi.

Per Ischia, from Singapore—Mr. A. Ruspoli, and 12 Chinese.

Shipping Reports.

St. Orwell from Bumby—Fine to moderate wind and weather up to Philippines, thence to port strong NNE. and NE. winds and high sea.

St. Fookang from Calcutta—Bay of Bengal moderate monsoon and seas, clear weather, China Sea strong NE. gales and heavy head seas.

Vessels in Port

STRAMBA.

Aki Maru, Jap. s.s., 3,095, M. Yagi, 1st Dec., —Shanghai 27th Dec., Flour and Baras, —pium, —N. Y. K.

America Maru, Jap. s.s., 3,460, Philip Goings, 1st Jan., —San Francisco 30th Nov., and Manila 30th Dec., Mails and T. K. K.

Daiya Maru, Jap. s.s., 1,734, Aikawa, 5th Jan., —Mojii 31st Dec., Coal—M. B. K.

Drifat, Nor. s.s., 1,102, J. Bing, 3rd Jan., —Bangkok via Swatow 22nd Dec., Rice and Teak-timber, —N. Y. K.

Empress of China, Br. s.s., 3,036, R. Archibald, R.M.R., 16th Dec., Vancouver, B.C. 27th Nov., and Shanghai 13th Dec., Mails and Gen.—C. P. R. Co.

Halvard, Nor. s.s., 1,066, C. Andersen, 3rd Jan., —Chinkiang 29th Dec., Gen.—China.

Hangchou, Br. s.s., 900, Mawley, 5th Jan., —Canton 4th Jan., Gen.—B. & S.

Hilary, Ger. s.s., 1,276, Uecker, 5th Jan., —Saigon 2th Dec., Rice—S. & W. Co.

Kabuto Maru, Jap. s.s., 1,915, Kyushimatsu, 26th Dec., —Mojii 21st Dec., Gen.—Fukusei & Co.

Kutang, Br. s.s., 3,10, R. C. D. Bradley, 3rd Jan., —Calcutta 18th Dec., Rice and Gen.—S. W. & Co.

Manila, Gen. & Co., 1,189, O. Koch, 5th Jan.—Bangkok 25th Dec., Gen.—B. & S.

Monseigle, Br. s.s., 3,953, S. Robinson, 14th Sept., —Vancouver 20th Aug., and Shanghai 11th Sept., Flour, Lead and Gen.—C. P. R. Co.

Nanshan, Br. s.s., 1,299, A. Jones, 1st Jan., —Saigon 24th Dec., Rice and Gen.—B. & Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June, —Manila 16th June, Ballast—Barrel & Co.

Phukh, Ger. s.s., 2,631, S. Barcham, 6th Jan., —London 24th Nov., and Singapore 29th Dec., Gen.—P. & O. S. N. Co.

Alceus, Br. s.s., 4,278, D. Davies, 6th Jan., —Singapore 29th Dec., Gen.—B. & S.

Shosho Maru, Jap. s.s., 999, M. Nemoto, 6th Jan.—Shanghai via Foochow, Amoy and Swatow 5th Jan.—Gen.—O. S. K.

Lefsig, Ger. cruiser, 6,510, Comte de Rothkern-Paulsen, 6th Jan.—Singapore 1st Jan.

Wuhu, Br. s.s., 1,227, Richards, 6th Jan.—Canton 5th Jan., Gen.—B. & S.

Java, Br. s.s., 2,631, S. Barcham, 6th Jan., —London 24th Nov., and Singapore 29th Dec., Gen.—P. & O. S. N. Co.

Alceus, Br. s.s., 4,278, D. Davies, 6th Jan., —Singapore 29th Dec., Gen.—B. & S.

Changchou, Br. s.s., 987, G. Penfathers, 7th Jan.—Cebu 3rd Jan., Gen.—B. & S.

Hitchi Maru, Jap. s.s., 6,715, Wm. Townsend, 7th Jan.—Yokohama 20th Dec., Gen.—N. Y. K.

Kukkiang, Br. s.s., 1,129, Wavel, 7th Jan.—Shanghai 3rd Jan., Gen.—B. & S.

Clearances at the Harbour Office, Dakota, for Shanghai.

Mackay, for Bangkok, Aliceau, for Shanghai.

Yara, for Saigon.

Kukkiang, for Canton.

Oceanian, for Shanghai.

Post Office.

A Mail will close for:

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per America Maru, 8th Jan., —Anglo, 7th Jan., —Swatow and Bangkok—Per Drifat, 8th Jan., 10 A.M.

Tientsin, —Per Tuan, 11 A.M.

Macau, —Per Hormuz, 11 A.M.

Manila, —Per Hormuz, 11 A.M.

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, Wash.—Per Asia Maru, 8th Jan., 3 P.M.

Shanghai—Per Chingyuen, 8th Jan., 3 P.M.

Singapore, Penang and Colombo—Per Asia Maru, 8th Jan., 3 P.M.

Shanghai, Amoy, Foochow and Shanghai—Per Asia Maru, 8th Jan., 3 P.M.

Shanghai—Per Hormuz, 11 A.M.

Amoy, Ningpo and Shanghai—Per Asia Maru, 8th Jan., 3 P.M.

Shanghai, Nagasaki and Kobe—Per Asia Maru, 8th Jan., 3 P.M.

Shanghai, Nagasaki and Yokohama—Per Asia Maru, 8th Jan., 3 P.M.

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Shanghai—Per Hormuz, 11 A.M.

Amoy, Ningpo and Shanghai—Per Asia Maru, 8th Jan., 3 P.M.

Shanghai, Nagasaki and Kobe—Per Asia Mar

